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INTERROGATION REPORTS ON SOVIET REMOVALS OF JAPANESE INDUSTRIAL FACILITIES FROM MANCHURIA

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A collection of reports of repatriates from Manchuria and Siberia, listed by cities and indexed by type of equipment removed, with a summary of the highlights of these reports.

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MAP: Soviet Transfers of Manchurian Equipment

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INTERROGATION REPORTS ON SOVIET REMOVALS OF JAPANESE INDUSTRIAL FACILITIES FROM MANCHURIA

I. INTRODUCTION

Data from interrogation reports of repatriates from Manchuria and Siberia on the subject of Soviet removals of Japanese industrial facilities from Manchuria have been collected and organized in this report to supplement or confirm the information contained in the Report on Japanese Assets in Manchuria, July 1946, prepared by Ambassador Edwin W. Pauley. The interrogation reports seem to add little of a quantitative nature to the Pauley report with reference to the types and amounts of equipment removed. Unlike the Pauley report, however, they do include references to places within Soviet territory to which the equipment was shipped. The data given in Section III of this report, together with the Pauley report, seem to include practically all the significant data available in Washington on the subject of Soviet removals of Manchurian industrial equipment.

Japanese civilians and soldiers who were repatriated from Manchuria and Siberia in many cases could give eye-witness reports of Soviet removals, having participated in the actual stripping, packing, shipping, and occasionally the operating of equipment reinstalled in Siberia. There is a considerable degree of consistency among the reports of the repatriates and between their reports and the Pauley report.

The information available is, however, not sufficient to permit evaluation, analysis, or verification of the statements of repatriates, nor can the reliability of the repatriates be determined. The interview reports should, therefore, be used with caution.

The following sources were used in this report and are referred to in Section III by appropriate letters:

a. REF-341.33/Z8749, Nos. 1 through 51, SECRET.

b. REF-335-6-AG3396, June 24, 1948, SECRET.

c. DX-5964, June 26, 1947, CONFIDENTIAL.

d. DX-5991, July 8, 1947, CONFIDENTIAL.

e. DX-17519, September 28, 1948, CONFIDENTIAL.

f. Pauley, E. W., Report on Japanese Assets in Manchuria to the President of the United States, July 1946.

II. HIGHLIGHTS OF INTERROGATION REPORTS

A. Destinations

Only a few of the interviews with repatriates from Manchuria disclosed the destinations of equipment removed by the Russians. According to these interviews, the destinations marked on crated equipment from Manchurian plants were, in most cases, merely transshipping points, chiefly Port Arthur, Dairen, Harbin, or Vladivostok. From Port Arthur and Dairen, the equipment would be reloaded on ships heading for Vladivostok, where it might be installed, stored, or distributed by rail to other points in Siberia. From Harbin, the equipment would be shipped by one of three main rail routes -- north, east, or west--to Siberia. In a few cases, farther, perhaps final, destinations were indicated, primarily Komsomolsk and Khabarovsk to the northeast of Manchuria and Chita and Irkutsk to the northwest.

Additional information on the reception and disposition of the removals is contained in interviews with repatriates from Siberia. These interviews indicate that most of the equipment was received by Siberian cities on the northern periphery of Manchuria, chiefly along the Amur River. The preponderance of references to receiving points near Manchuria may, however, be due merely to the fact that most of the war prisoners were taken to Soviet camps in that area. Another group of receiving points, mentioned less frequently (with the exception of Irkutsk), was at the southern tip of Lake Baikal and just west of that, between Ulan Ude and Krasnoyarsk. There were only isolated instances of equipment destined for points any farther west, such as Omsk, Chelyabinsk, Smolensk, and Leningrad. The following cities in Siberia were mentioned most frequently as receiving points for equipment removed from Manchuria: Komsomolsk,

Khabarovsk, Krasnoyarsk, Tayshet, and Ust-Kamenogorsk.

B. Method of Removal

Generally, great care was exercised in the dismantling, packing, and marking of equipment. At times, however, particularly when the deadline for completion of removals approached, haste and carelessness led to inadequate crating or incomplete identification of separately crated parts of machines, which probably interfered later with efficient reassembly and operation. Some damage was caused by improper handling at the docks in Dairen, whence much of the equipment was shipped to Siberia, because of a shortage of the right types of cranes and other hoisting and loading devices.

Interrogation reports indicate, as did the Pauley report,[1] that the method of removal was similar in all areas. Usually, a Soviet official investigated a plant and marked the items to be removed; sometimes he put the Japanese plant manager in charge of the removals. Local factory workers, Japanese soldiers, and sometimes Soviet troops were put to work on the removals. The machinery usually was oiled, greased, and taped with waterproof cloth, and crates were built around the machines. Assembly drawings, often translated into German and English, and blueprints of factory layouts were packed with the machines; the crates and machines were marked to identify them with the drawings. There were occasional reports that the Japanese purposely withheld some of the drawings.

C. Types of Equipment Removed

The types of equipment most frequently mentioned were electric power and railroad equipment (including locomotives, cars, rails, and machinery to manufacture and repair them). This would not necessarily mean, of course,

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1. Pauley, E. W., Report on Japanese Assets in Manchuria to the President of the United States, July 1946, p. 10.

that most of the equipment removed was of this type, but it does add credence to the statement made in the Pauley report that "They (the Russians) concentrated on certain categories of supplies, machinery and equipment... the Soviets took by far the larger part of all functioning power-generating and -transforming equipment, electric motors..."[1] The Mukden arsenals were carefully stripped. Other types of equipment mentioned repeatedly in the interrogation reports, in addition to general references to "machinery," were communications equipment, mining machinery, and machinery from lumber, textile, and pulp and paper mills, chemical plants, synthetic oil plants, and truck and auto manufacturing and repair plants. The machine tools mentioned most frequently were lathes and millers. Also corroborated by the interrogation reports were the statements in the Pauley report that (1) damage to the Manchurian economy went beyond the value of the actual removals because the removal of vital auxiliary equipment and disruption of power and transportation facilities made much of the remaining equipment inoperable, and (2) in removing machine tools, the Russians appear to have concentrated on the newest and best items.[2]

D. Incorporation of Removals into the Soviet Economy

There is considerable evidence in the interrogation reports that much of the equipment removed from Manchuria was either stored in warehouses or in some cases in open fields near uncompleted plants in Siberia, even as late as October 1947. The fact that machinery and factory equipment was stored in the open near the building site during construction of the factory does not necessarily mean that it was damaged by the weather,

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1. Ibid., p. 9.
2. Ibid., p.10.

since in many instances greasing, packing, or a covering of tar paper would provide adequate temporary protection. Of the equipment incorporated into the operating capacity of Soviet industry, the most frequently mentioned type is electrical equipment, although there is repeated mention of this type also lying idle near power plants still under construction as of late 1947.

Repatriates also reported that the Russians were unable to operate the machinery, and there are several reports that many Japanese technicians were shipped to Siberia along with the Manchurian equipment in order to install and operate it. Instances are given in which the new factories were brought to completion and put in operation using the equipment and technicians brought from Manchuria. These technicians, according to reported Soviet plans, were to be the last group repatriated to Japan.

III. DATA FROM INTERROGATION REPORTS

The following paragraphs summarize the information on Soviet removals from Manchuria contained in the various interrogation reports of repatriates from Manchuria and Siberia. The specific source is indicated in parentheses following each item; letters refer to the sources listed on page

A. Manchuria — General

1. All the machinery of the industrial plants in Manchuria was stripped and sent to Siberia by three main routes from Harbin via Sui-fen-ho, Lu-pin (Man-chou-li), or Hai-lun. Both trucks and railroads were used. (Source a, No. 23)

2. Some 6,000 men worked for about three months widening the standard-gauge railroad between Fu-shun and Pin-chiang so that material could be transported into Siberia by rail. (Source a, No. 6, p.35)

3. The Russian army removed about 70 percent of the locomotives and trains in Manchuria to the USSR. (Source a, No. 4, p. 47) Cars, freight cars, trains, and about 100 Mikado-type locomotives designed for freight were taken by Soviet troops. (Source a, No. 4, p. 50)

4. The Russians removed from Manchuria: 50 percent of the locomotives; 35 percent of the cargo trains; all first class passenger coaches. (Source a, No. 5, p. 65)

B. Manchuria — by City

AN-SHAN

5. Informant stated that the machines removed from the Manchuria Iron Manufacturing Company in An-shan in August 1945 were shipped to Port Arthur in October 1945. (Source a, No. 6, p. 61)

6. The machinery of the Seikojo Iron Works was removed and crated for shipment to Tomsk in October 1945. From September to December 1945,

three-fourths of the machinery and equipment of the Showa Steel Manufacturing Company was removed and shipped to Dairen. (Source a, No. 42, p. 90)

7. Heavy industrial machinery confiscated from the former Japanese iron and steel works at An-shan and Pen-ch'i-hu was sent to Chita, Khabarovsk, and Vladivostok. These place names were printed on the boxes. (Source a, No. 6)

AN-TUNG

8. In October 1946 Russians removed railroad tracks running from An-tung to Mukden. From An-tung to Mukden, line was double-track; the Russians left one line for transportation and removed the other one. From October 1945 to April 1946 many carloads of machinery were transported on the Mukden-Korea line to Korea. (Source a, No. 20, p. 30)

9. The Russians removed all machinery and equipment from a spinning factory and a paper factory. From 5,000 to 7,000 freight cars, each carrying a load of 40 to 50 tons, were used. (Source a, No. 30, p. 5)

10. Beginning in October 1945, Soviet forces stripped industrial machinery at An-tung. Light metal factories were dismantled and removed. (Source a, No. 16, p. 63)

11. On September 17, 1945 the Russians began removing machinery from An-tung factories for shipment to Vladivostok. (Source a, No. 8, p. 29)

CH'ANG-CH'UN (K'uan-ch'eng-tzu)

12. Approximately 70 percent of the manufacturing equipment in the Ch'ang-ch'un area was removed by Russians in September-November 1945. (Source a, No. 2, p. 16)

13. The Russians carried away most of the machinery of the largest army warehouse in Ch'ang-ch'un, situated in the Meng-chia-t'un (Mokaton) district. (Source a, No. 2, p. 17)

14. Approximately 20,000,000 yen worth of industrial equipment had been dismantled and shipped from the Manchuria Special Steel Company, where the informant was employed, by December 18, 1946. Items dismantled were: two transformers (2,000 kva); six transformers (1,000 kva); belt conveyer assembly for conveying iron ore and coal; auxiliary equipment on electric furnace; and miscellaneous generators, electric motors, and cranes. (Source a, No. 8, p. 70)

15. Most of the small electric motors and hydroelectric dynamos were removed. (Source a, No. 5, p. 21)

CH'IN-CHOU (T'ien-shui)

16. In November 1946, all the machinery of the Manchurian Machinery Company was dismantled and shipped to Irkutsk. (Source a, No. 42, p. 90)

17. Ninety percent of the machinery of the South Manchurian Soda Company was dismantled and shipped to Vladivostok via Port Arthur. (Source b)

18. A textile plant located 900 feet south of the railroad station was stripped of fifty machines by the Russians; the machines were shipped to Port Arthur. (Source b)

CHIN-HSI (Chiang-chia-t'un)

19. The Manchuria Fuel factory (Rikugun Nenryo Kosho) was the largest in Manchuria and supplied the entire country. Inspectors from the USSR visited the plant to earmark equipment for removal to the USSR. A total of thirty carloads of machinery, consisting of motors, engines, electrical equipment, and pumps, was removed. (Source a, No. 8, p. 3)

CHIN-HSIEN

20. Construction of the Chin-hsien Heavy Machine Manufacturing Company was begun in 1941; it has not yet been completed. Some of the

machinery was lying in the warehouses at the time the Russians arrived. There were three main factory sections: an iron and steel manufacturing unit, a forge stamp, and a press section that made the finished products. During the short time the factory was in production, a few propeller screws for ships were made. The Russians dismantled and removed nearly all the usable machinery. When informant was helping to crate them, he asked a Russian soldier to read the shipping label on a crate. Destination was Irkutsk. (Source a, No. 20, p. 12)

21. In December 1945 the Russians removed almost all machinery and equipment of the Chin-hsien Heavy Machine Gun Plant and shipped it to Vladivostok. (Source a, No. 20, p. 13)

22. From October to November 1945, the Russians removed the heavy machinery from the Manchurian Steel Company and shipped it to Dairen for water shipment to Vladivostok and rail shipment to Chelyabinsk. Items removed included a 2,000-ton water press, 100 tons of steel ingots, 100 lathes, 20 metal planers, 20 milling machines, one 2,000-ton drill press, five annealing furnaces, six heating furnaces, two 75-ton capacity open-hearth furnaces, three steam hammers, two air hammers, one 150-ton traveling crane, five 50-ton traveling cranes, and one gas producer. (source a, No. 42, p. 90)

CHOU-SHUI-TZU

23. The Manchurian Coal Liquefaction Company was located about five miles east of the railroad station at Chou-shui-tzu. At that laboratory the Japanese tested the gasoline content of coal tar. Average coal yielded about 8 percent coal tar; 80 percent of the coal tar was converted into gasoline. The Russians were still using the laboratory, but the coke plant had been dismantled and shipped out via rail in June 1946. (Source a, No. 26, p. 13)

24. The Eiko Brick Manufacturing Company was located 200 yards southeast of the Chou-shui-tzu Railroad Station. On August 20, 1945, a Soviet force moved into Chou-shui-tzu and removed machinery and motors from the factory. (Source a, No. 24, p. 6)

DAIREN (Ta-lien)

25. Stripping of the Daika Special Steel Factory was started on October 24, 1945 and was completed within ten days. The following items were removed:

Steam hammers:
- 3-ton 1
- 1½-ton 1
- 1-ton 1
- ½-ton 4

Electric furnaces:
- 6-ton 1
- 3-ton 2
- 1½-ton 1

High-frequency electric furnaces:
- 1-ton 1
- 2-ton 1

Rolling machines — 3 sets:
- Motor (1000 hp) and roller 1 set
- Motor (200 hp) 1 set
- Motor (150 hp) 1 set

Lathes: about 40
Milling machines: 1
Shapers: 6
Low-frequency electric furnaces: 3
Motors (10-200 hp): Number unknown
Ingot: 1,000 tons
Raw materials: tungsten, molybdenum, cobalt, goods in warehouses, miscellaneous expendables.

All goods were assembled at Dairen docks and were apparently shipped to Vladivostok. (Source a, No. 19, p. 75)

26. All factory equipment and other machinery removed from areas south of Mukden were brought to Dairen in freight cars and loaded onto 7,000-8,000 ton cargo vessels. Most of the equipment was not packed properly. The destination of the vessels was probably Vladivostok. (Source a, No. 19)

27. Sixty percent of the machinery of the Manchurian Chemical Fertilizer Manufacturing Company, located 2½ miles north of railroad station, was dismantled by 1,000 employees of the company. The remaining machinery was being used, under Soviet supervision, to produce "ryutan bando", a coal derivative used for lighting purposes. (Source b)

28. In December 1945 the major part of the city's heavy industrial equipment, including that of the Manshu Heavy Industry Company, Manshu Oil Company, and the An-shan Steel Refinery, was dismantled and shipped to Vladivostok. Two thermoelectric turbines were removed from the Manchurian Electric Works. Technicians accompanied the equipment to install and operate it. (Source a, No. 42, p. 89)

29. In December 1945, 200 civilians and 500 prisoners of war stripped all of the equipment from the Taika Steel Company and labeled it for shipment to Chelyabinsk. All the Manchurian Chemical Company's aluminum tools, engines, and other equipment were removed and shipped somewhere near Komsomolsk. All of the equipment of the Manchuria Kerosene Company was shipped to Khabarovsk. (Source a, No. 42, p. 89)

30. The transmission equipment of the Dairen Broadcasting Company was sent to a broadcasting station in Port Arthur in December 1946. (Source a, No. 42, p. 89)

31. In September 1945, the Russians removed a milling machine, copper ingots, leather, and canvas from the Dairen Dock Company and moved them to Port Arthur. (Source a, No. 42, p. 89)

32. The signal equipment of the South Manchurian Railway Company was completely stripped. Informant witnessed removal of four (500 type) radio short-wave power control parts. It was rumored that the equipment was sent to Vladivostok via Dairen. (Source b)

33. The Russians removed and shipped to the USSR 95 percent of the machinery of the Dairen Machine Company. (Source b)

34. Sixty percent of the machinery of the Shinwa Heavy Steel Company, located 2½ miles northwest of railroad station, was removed and shipped to Vladivostok; nails and barbed wires were manufactured with remaining machinery under Soviet supervision. (Source b)

35. Most of the machinery of the Manchurian Railway Manufacturing Company and Dairen Machine Manufacturing Company was dismantled and sent to Vladivostok. (Source b)

FOU-HSIN

36. The Fou-hsin coal mine had an output of 12,000 tons daily; output in August 1945, after the Russians took all machinery with them, was 3,000 tons. (Source a, No. 2, p. 30)

37. From September 20, 1945 to November 3, 1945 the Russians, using 1,000 prisoners of war and 500 Russian troops, dismantled the powerhouse in Fou-hsin. Four turbine generators (two 50,000-kilowatt and two 25,000-kilowatt), eight large boilers, and other machines were removed. All equipment was boxed and shipped by rail to Dairen to be transported to Soviet territory. (Source a, No. 16, p. 66)

FU-SHUN

38. The Russians took all the generators, transformers, and other machinery in the town and shipped it to Siberia via Dairen. (Source a, No. 42, p. 90)

39. Ninety-five percent of all the equipment of the Manchurian Light Metal Manufacturing Company was dismantled; informant heard that it was sent to North Korea. A total of 10,000 tons of machinery was confiscated. (Source b) The Russians removed 680 freight cars of machinery and about 1,000 tons of aluminum ingot from September 25 to November 5, 1945. Two electric furnaces were

left to produce calcium carbide for acetylene. Production capacity of the Company's Fu-shun aluminum plant was 8,000 tons per year; the aluminum produced was low-grade (50% pure). Facilities for an experimental laboratory that the Manchurian Light Metal Manufacturing Company had just begun to construct were shipped directly to Leningrad, where there is believed to be a scientific laboratory. (Source a, No. 5, p. 45)

(See also #2.)

HAI-LA-ERH (Hailar) (in Inner Mongolia)

40. In the late winter of 1946, the Inner Mongolian People's Self Protection Army (IMPSPA) established an arsenal in Hai-la-erh. This arsenal was in production by late 1947. The head of the arsenal is assisted by a Japanese, MATSUDA Toshi. The machinery in the arsenal is part of that which was in the Mukden Arsenal of the Kwantung Army and was taken to Harbin by the Soviet Army after the surrender.

In June 1948 more than one hundred Japanese technicians were employed at the Hai-la-erh arsenal; in addition, there were Mongol and Chinese apprentices numbering more than six hundred. The Chinese Communist Army is negotiating with IMPSPA regarding the possibility of sending Chinese Communist apprentices to the arsenal, since more trained technicians are employed there than in any of the Chinese Communist arsenals.

The Hai-la-erh arsenal is making rifles and a few heavy machine guns. Production is being increased steadily. (Source e)

HARBIN (Pin-chiang)

41. In September 1945, automobiles and electric shovels were transported via Botanko to Vladivostok. Two large aircraft factories, one of them the Sumja Aircraft Company, were stripped of machinery. One report

indicated that the machinery was shipped down the Sungari River toward Khabarovsk, another that it was shipped by rail to Blagoveshchensk. Lathes, electric motors, dynamos, drill presses, steel rails, pipes, scrap iron, and steel rods were taken from automobile factories and shipped to Khabarovsk. (Source a, No. 42, p. 91)

42. There were eight large electric generators in the Harbin electric power plant, which is located 3 miles southwest of the railroad station. Four of these were taken away by the Russians; one was removed by the Chinese Communists; two broke down; and one was left for civilian use. (Source a, No. 3, p. 40)

43. Railway factories in Harbin were stripped by the Russians. Tin, freight cars, and locomotives were taken to the USSR. (Source a, No. 4, p. 26)

44. The Russians removed double tracks between Harbin and Sui-fen-ho and shipped them to the USSR. (Source b)

45. Steel tracks, machinery, lathes, wool, and electric wires were unloaded from Manchurian freight cars and loaded on Soviet freight cars. (Source b)

(See also #2.)

HSI-AN (Ta-ko-tan)

46. Informant heard that machinery of the Hsi-an Airplane Plant was stripped and shipped to Siberia. (Source b)

KAIHYOTON (ten miles north of DAIREN)[1]

47. One-half of the machinery from a petroleum plant was shipped to Khabarovsk. (Source a, No. 42, p. 89)

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1. Unconfirmed location.

K'AI-YUAN

48. The Japanese were conducting experiments at a poison gas plant in K'ai-yuan. Machinery and gas were shipped out by the Russians. (Source a, No. 11, p. 55)

49. One railroad factory is being used by the Russians; most of its machinery was sent to the USSR. (Source a, No. 14, p. 39)

KAN-CHING-TZU

50. The Russians followed almost a set pattern in dismantling machinery. After equipment was removed from base foundation, each piece was carefully separated into various component parts; each part was numbered, lettered with black chalk, and recorded. Information recorded on check sheets included where equipment had been located, in what section, and in what position in that particular factory. In packing, equipment was insulated with heavy padding, boarded, and nailed; then a steel band was strapped around the box as safety measure. The type of equipment being shipped was stenciled on the outside. Valuable equipment of the Manchurian Chemical Plant was removed in three months, completed in February 1946. The following equipment was removed:

Experimental laboratory testing equipment, 30 crates in 4-ft. by 6-ft. frames.
Small machinery, 50 crates in 6-ft by 6-ft frames.
Large electrical machinery, 30 crates in 35-ft by 35-ft frames.
3 transformers, 15,000 kva (all electric).
Accessories to transformers, 150 pieces.
Generators, 20,000 kw, 1 control type.
9 generators, 1,000 hp.
7 generators, 500 hp.
3 power control boards, 11,000 hp.
15 distribution transformers.
2 modulation transformers.
9 electric motors, 1,100 hp.
23 electric motors, 80 hp and 50 hp.
16 transformers, 2,000 kva.
High voltage power control panel, 15-3,300 volts.
High voltage power control panel, 6-11,000 volts. (Source b)

51. In December 1945, three 25,000-kilowatt turbines were removed from the power plant. Conflicting information as to the disposition of the equipment has been received; two reports indicate that it was installed in the power plant on the T'ien-yeh River in Dairen; one that it was sent to Port Arthur; and four reports that it was shipped to Vladivostok. In March 1947, the Russians began to install a 15,000-kilowatt turbine to replace those removed. (Source a, No. 42, p. 89)

52. Most of the equipment of a thermal power plant was stripped. Three 25,000-kva generators, one boiler capable of producing 120 tons of steam, and three boilers capable of producing 100 tons of steam were probably shipped to Port Arthur. (Source b)

53. Informant believed that a chemical plant was to be constructed at Komsomol'sk with equipment confiscated from the Manchurian Chemical Industry Company. (Source b)

54. In April 1937 the Manchurian Chemical Industry Corporation was started at Kan-ching-tzu. In November 1945 the Russians began to dismantle the machinery and shipped out over 60 percent of it. The company formerly produced industrial gas, ammonium sulphate, coke, sulphuric acid, naphthalene, benzine, and hydrochloric acid. (Source a, No. 23, p.3)

55. About 60 percent of the main factory at Kan-ching-tzu was removed to the USSR; machinery for making synthetic ammonium and synthetic nitric acid was confiscated. Production capacity was 1,500 tons per month. The Russians also removed machinery for making di-nitrochlorbenzol (1,000 tons per month) and most of the better electric motors. Various repair materials and finished products such as ammonium sulphate, nitric acid, sulphuric acid, ammonium, and nitrate were taken. Most of

the dyes at the factory were stolen by Russian soldiers who sold them to the Chinese. (Source a, No. 26, p. 43)

KIRIN (Yung-chi)

56. The Russians shipped by rail heavy industrial machinery and personal belongings through Yung-chi after the surrender in 1945. (Source a, No. 9, p. 55)

57. All movable machinery at cement, fuel, and carbide (10,000 tons per year) plants was confiscated by Russians. (Source a, No. 2, p. 21)

58. Informant heard that one-half of the cement-making equipment, two-thirds of the hydroelectric equipment, and one-half of the oil refining equipment of the Yung-chi area was removed. He believed that it was sent to northern Manchuria by way of Pin-chiang. Japanese laborers were used by the Russians in crating and shipping equipment. (Source a, No. 3, p. 45)

59. In Yung-chi informant went to see the cement factory, which was about 8,000 meters south of the railroad station. The factory employed about 300 men and produced 2,000 bags of cement a day. However, the machines were removed from the factory by the Russians. (Source a, No. 1, p. 16)

60. Of the eight generators of the Ta-feng-men dam, at the northern outlet of the Sung-hua reservoir (Yung-chi area), six, generating 60,000 kw each, were dismantled and taken away. Two were still in operation on November 5, 1945. (Source a, No. 2, p. 21)

61. About half of the hydroelectric plant machinery was removed by the Russians during their occupation. (Source a, No. 1, p. 4)

62. Four generators of the Homan dam along the Sung-hua-chiang and machines and equipment for producing gas from coal were removed

and taken to the USSR. (Source a, No. 1, p. 11)

63. In July 1945 the Russians removed the machinery from the Japan Air Brake Company, a locomotive repair shop formerly located at Ch'ang-chun. (Source a, No. 2, p. 17)

K'UAN-CH'ENG-TZU (See CH'ANG-CH'UN)

MUKDEN (Shen-yang)

64. Industrial equipment was shipped in March 1946 to Vladivostok, Voroshilov, Khabarovsk, Chita, Irkutsk, Cheremkhovo, Krasnoyarsk, Novosibirsk, Omsk, Chelyabinsk, Sverdlovsk, Moscow, and Tashkent. (Source a, No. 42, p. 90)

65. The equipment from the T'ien-yeh River Thermoelectric Power Plant was removed and taken to Port Arthur in October 1945. (Source a, No. 42, p. 90)

66. The Russians took 132 machines, including lathes, milling machines, cranes, and drills valued at 200,000,000 yen (sic) from the Toyo Tire Company. The equipment was marked for rail shipment to Omsk via Dairen. (Source a, No. 42, p. 90)

67. An army arsenal located about 1.2 miles east of the railroad station was stripped by the Russians of more than 1,500 machines. Stripped machinery consisted of three large presses operated by air and water pressure; two horizontal presses operated by water pressure; four vertical presses operated by water pressure; 30 air hammers with total pressure of from one to 15 tons; 30 friction presses of 100 to 300 tons pressure; and 1,000 vertical and horizontal lathes of all sizes. Some of the machinery was sent to Dairen. (Source b)

68. On November 30, 1945 Russian troops forced about 3,000 Japanese and about 2,000 Manchurians to remove the machinery and equipment of the South Manchuria Arsenal at Wen-kuan-t'un to freight trains. Informant

stated that factory's equipment totaled about 5,000 tons. Half of the machinery and equipment was sent to Dairen, the remainder to Chita. The informant believed the equipment sent to Dairen was later sent to the USSR. (Source a, No. 5, p. 54)

69. The Russians removed the following equipment from the Manchurian Industrial Machinery Factory: 400-450 machines, one boiler with a capacity of 2,000 gallons, and six boilers with a capacity of 500 gallons each. Approximately 80 carloads of equipment were removed from the factory, which was located four miles east of the city. (Source b)

70. The Tetsunishi industrial center manufactured machines, automobiles, and cooking gas. Machines from these buildings were removed and were not operating during September 1946. (Source a, No. 3, p. 34)

71. Spinning machinery from the Tokua Spinning Mill, molds from the Toyo Tire Company, and lathes from the Mukden Air Depot were removed to the USSR. (Source a, No. 14, p. 76)

72. In September 1945 about 2,000 tons of machine shop tools and equipment were taken from the Shen-yang arsenal at Wen-kuan-t'un. A Russian officer made a survey of all tools and marked the best ones. These were taken first; the inferior machinery was taken later. (Source a, No. 5, p. 56)

73. The Shen-yang arsenal contained 5,000 to 6,000 machines producing rocket-guns, tanks, and shells (70, 100, and 150 mm.). Sixty percent of the machinery was shipped to Chelyabinsk Province; some of the poor machinery was left at Shen-yang, but most of it was sent to Irkutsk Province and to Chita. Informant is quite positive about this shipment, since machinery was packed in boxes that he saw labeled Chita,

Irkutsk, and Chelyabinsk. Electric transformers and telephone equipment were sent also. (Source a, No. 5, p. 57)

74. From August to September 20, 1945 informant worked as a laborer loading clothing supplies on trains. An average of from two to three trains loaded with 30-40 tons departed daily for the USSR. (Source a, No. 9, p. 31)

75. From October 1945 until February 1946 informant worked in Shen-yang factories that were being stripped of industrial machinery by the Russians. One factory that he helped strip was a textile mill; another was a tire manufacturing factory. The Russians closely supervised this systematic stripping. Informant was paid 30 yen a day for his work. (Source a, No. 9, p. 31)

MU-TAN-CHIANG

76. Prisoners of war in Mu-tan-chiang in December 1945 worked at a locomotive engine factory loading 60 tons of coal a day per team. Some 100 teams worked 72 days loading coal. The coal was shipped north on trains. Coal was brought from mines at Li-shu-chen and Mi-shan. The Russians stripped over 100 large transformers, about 300 lathes, 10 boilers (6 ft in diameter, 45 ft long), and 6 large cranes from the above factory. (Source a, No. 26, p. 32)

77. All the boilers and electric power plant equipment were taken by the Russians. (Source a, No. 4, p. 42)

78. Train and pulp factories in Mu-tan-chiang were stripped by the Russians. There were very few factories in the area. (Source a, No. 14, p. 23)

79. All equipment of the Manchuria Telephone and Telegraph

Company in Mu-tan-chiang and Tung-ning (San-ch'a-k'ou) was taken by the Russians. (Source a, No. 9, p. 65)

LIAO-YANG

80. A former Japanese ordnance plant was stripped by the Russians and equipment was sent north. Informant claimed that the plant could supply all units stationed in Manchuria with all types of ammunition. (Source a, No. 8, p. 25)

81. From September to November 1945 prisoners of war loaded captured Japanese goods on trains. Main items were 300 tons of picric acid, 700 tons of TNT, and equipment used in manufacture of these chemicals. Powder vat equipment (capacity 400 tons per month) was also loaded. (Source a, No. 7, p. 45)

82. A large rubber plant in Liao-yang was disassembled; equipment was taken to Russia via Dairen in October 1945. At that time equipment in the steel factory at An-shan was taken to Dairen. Russians took water-power equipment from An-tung Plant. Some factories in this area were completely stripped by the Russians. (Source a, No. 3, p. 7)

PEN-CH'I-HU

83. The large steel factory in Pen-ch'i-hu, an industrial town, was dismantled by the Russians. (Source a, No. 9, p. 32)

84. Practically all of the machinery and equipment of the Pen-ch'i-hu coal mine was taken by the Russians on rail cars. (Source a, No.5, p. 42)

(See also #7)

PIN-CHIANG (See HARBIN)

RYOSUITON, possibly LIANG-CHIA-T'UN[1]

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1. Location not confirmed

85. Two 1,000-kilowatt turbines were removed from the transformer station in July 1946 and shipped to Port Arthur. (Source a, No. 42, p. 90)

SHEN-YANG (See MUKDEN)

SSU-P'ING-CHIEH

86. The following plants were removed to the USSR during the Soviet occupation of Manchuria:

1 coal liquefaction plant
2 small flour plants (Source a, No. 3, p. 54)

SUNG-HUA-CHIANG

87. A considerable amount of the electric power equipment at the dam was stripped by the Russians. (Source a, No. 19, p. 24)

TA-FENG-MEN

88. There was a world-famous hydroelectric plant at Ta-feng-men near Yung-chi; all electric power consumed in Ch'ang-ch'un came from this plant. Around September 1945, however, during the Soviet occupation, most of the equipment in this plant was removed to the USSR along with many Japanese electricians. (Source a, No. 4, p. 47)

89. Construction of a power plant at Ta-feng-men was begun in October 1937; in August 1945 it was 90 percent completed. Of the eight electric generators at the plant, six were Japanese-made (Hidachi Seisakusho), one was American-made, and the other was German-made. One machine could generate 80,000 kilowatts of electricity. On September 25, 1945, the Russians began to strip the machinery; by November 11, 1945, six generators had been removed. To do the stripping, 5,000 Russian soldiers, 4,000 Japanese prisoners of war, and 800 Japanese civilians were used. (Source a, No. 23, p. 30)

90. All the machinery of the synthetic kerosene company in Ta-feng-men was stripped. (Source a, No. 23, p. 30)

TA-LIEN (See DAIREN)

T'IEH-LING

91. From early November 1945 until the middle of March 1946 the Russians removed machinery, supplies, and equipment such as lathes, milling machines, shapers, furnaces, toothcutting machines, iron plates, iron bars, pipes, aluminum, zinc, copper, wood, tools, measuring machines were taken. About 800 men a day loaded machinery. (Source a, No. 4, p. 59)

T'U-MEN and LUNG-CHING-TS'UN

92. Lumber plants at T'u-men and Lung-ching-ts'un were dismantled by the Russians. (Source a, No. 1)

TUN-HUA

93. A branch factory of the Oji Pulp Factory was dismantled by Russian troops. The factory, which originally employed 1,500 workers, made pulp sheets from wood. (Source a, No. 1, p. 62)

TUNG-NING (See #79)

WA-FANG-TIEN (FU-HSIEN)

94. As soon as the Russians came, on September 10, 1945, they ordered dismantling and crating of most of the good machinery of the Manshu Bearing Manufacturing Company, which specialized in production of shaft bearings, both roller and ball type. This machinery was sent to Tomsk. Equipment sent included four American-made "Heald" gaugeable internal grinders, one American-made "Blanchard" surface grinder, 30 Japanese-made Ballrace grinders, six Japanese-made bearing testers, 10 Japanese-made hardness testing machines. In October 1946 remaining equipment was removed. (Source b)

95. Equipment of the Ansan Steel Works was dismantled, crated, and sent to Vladivostok via Dairen; 200 freight carloads were placed in ships. Machinery from the Wa-fang-tien Bearing Company was dismantled, crated, and sent to Lung-chiang; shipment consisted of 50 carloads. (Source b)

YUNG-CHI (See KIRIN)

C. Siberia and other Soviet Territory -- General

96. Voroshilov and Kolenki were processing stations for former Japanese industrial equipment confiscated by the Russians from Manchuria. Machinery was repacked, classified, and shipped to Omsk, Komsomolsk, Chelyabinsk, and Novy Baikal. (Source b)

97. Machinery stripped from factories in An-Shan and Mukden was loaded at Dairen. Most of the boxes were addressed to the following places: Vladivostok, Komsomolsk, Khabarovsk, Kuybyshevka-Vostochnaya, Irkutsk, Omsk, Nikolaevsk, Chita, Smolensk, and Voroshilov. (Source a, No. 14, p. 79)

D. Siberia and other Soviet Territory -- by City

ALTAYSKAYA

98. Machinery used at a freight car manufacturing plant located 2.5 miles southeast of the railroad station was of Manchurian, German and American make. The plant consisted of six wooden buildings, one brick building, and numerous smaller buildings. Plant manufactured 20 freight cars per day. (Source b)

ARTEM

99. In March 1947, equipment from Manchuria was installed in an enlarged and remodeled power plant located about 6 miles north of the city. The plant consisted of four two-story brick buildings 60 yds. by 15 yds. The power plant had two 20,000-kilowatt generators. (Source a, No. 42, p. 94)

SECRET

100. In March 1947, an electric power plant, a three-story concrete building 50 yards square located to the east of the city, was using generators from Manchuria. The plant produced power to supply Artem and Vladivostok. Coal was used for fuel. (Source a, No. 42, p. 94)

101. In March 1947, prisoners of war unloaded machinery from Manchuria at a point 5 miles southeast of the railroad station for installation in a machine plant. The equipment was electrically operated; 20 large lathes and 20 large transformers were seen. The plant was not in operation. (Source a, No. 42, p. 94)

ARTEM GRES, near ARTEM

102. In April 1947, a power plant located about 1½ miles north of town supplied electric power to Artem, Vladivostok, and Voroshilov. Three turbines, including one Mitsubishi model, were brought from Dairen and installed. (Source a, No. 42, p. 95)

103. There was a power plant located five-eighths of a mile southeast of the railroad station in April 1947. Several nearby warehouses stored Japanese-made generators, turbines, and other equipment. Two additional plants, equipped with machinery from Manchuria, were to be built. The plant originally produced 15,000 kilowatts but an additional large dynamo brought from Manchuria increased output to 40,000 kilowatts. A spur track ran into the plant building from Artem. (Source a, No. 42, p. 95)

BELUKHA

104. A tungsten refinery had been under construction since December 1945. All equipment and machinery was new; 80 percent was American make, 15 percent Soviet make, and 5 percent confiscated from Manchuria. (Source b)

SECRET

BIRAKAN

105. In September 1946, informant reported that he had heard that a large paper mill had been constructed near the railroad station. Machinery was brought from Manchuria. The Russians were unable to operate the machinery. (Source b)

106. In July 1947 another informant reported that a large paper mill was using machinery taken from Manchuria. (Source b)

BIROBIDZHAN

107. Machinery from Manchuria was installed in a spinning mill one-half mile south of railroad station. The mill comprised three one-story concrete buildings, 160 ft. by 40 ft., and one warehouse. (Source b)

108. A spinning mill was under construction 0.6 miles west of railroad station. The area of mill was 1,900 ft. by 990 ft., and there were five large brick buildings, 133 ft. by 33 ft. Japanese-made machinery confiscated from Manchuria was installed. (Source b)

109. An electric power plant was under construction 0.6 miles northwest of railroad station. The area of the plant was 3,300 ft. by 2,300 ft. Many Japanese-made generators and dynamos were brought from Manchuria for this plant. (Source b)

110. Many looms confiscated from Manchuria were used in a textile plant located 750 ft. south of railroad station. The plant consisted of four white wooden buildings, 230 ft. by 66 ft. by 33 ft., with wooden unpainted roofs. There were two black sheet metal smokestacks, each about 100 ft. high. Buildings in an area of 990 ft. by 990 ft. were enclosed by fence. (Source b)

BLAGOVESHCHENSK

111. Many locomotives from Manchuria, all in good condition, were unloaded at Blagoveshchensk and moved to the north. Single railroad tracks linking Pein-an-chen to Hei-ho-t'un, a distance of 200 miles were removed in December 1945. (Source b)

112. In April 1947, a power plant located in a two-story concrete building 2½ miles west of the railroad station was equipped with four small turbines, one large turbine, and four boilers confiscated in Manchuria. About 40 tons of coal were consumed in eight hours. (Source a, No. 42, p. 93)

(See also #41)

BUKACHACHA

113. In April 1947, all the equipment used in the three bituminous coal mines was Japanese machinery confiscated from Manchuria. (Source a, No. 42, p. 93)

114. Coal mines in the area used equipment confiscated from Manchuria. Included in this equipment were compressors, drillers, electrical equipment, two large lathes, and two small lathes. (Source b)

BUKIKA

115. In April 1947, Japanese-made lathes from Manchuria were installed in a steel mill, a one-story concrete building 60 yds by 10 yds. About 50 prisoners of war were employed on three eight-hour shifts; bolts, nuts, automobile doors, and kitchen utensils were manufactured. (Source a, No. 42, p. 93)

CHELYABINSK (See #22, #29, #73, #96)

CHITA

116. In December 1946, a thermoelectric power plant located 150 feet south of the railroad station was equipped with a Japanese-made boiler 5 ft. in diameter and 15 ft. long. (Source a, No. 42, p. 93)

117. Great quantities of machinery from Manchuria were stored in warehouses and on freight cars in the city. (Source b)

118. In April 1947 warehouses located 990 ft. northeast of railroad station stored goods confiscated from Manchuria, including wires, nails, and communication equipment. There were 20 wooden buildings, 166 ft. by 66 ft. (Source b)

(See also #7, #97)

HORMORIN (50 miles northwest of KOMSOMOL'SK)

119. Machinery confiscated from Manchuria was used in an auto and machine parts factory located 984 ft. northwest of the railroad station. Lathes had name plates of Niigata Tekko and Osaka Tekko. The factory consisted of ten one-story wooden buildings, 49 ft. by 16.4 ft., in an area 656 ft. by 984 ft., surrounded by a barbed-wire fence. There were guard towers at northeast and southwest corners of yard. A thermoelectric power plant in the northwest corner of area was operating with three 75-hp Diesel motors. Truck and tractor parts were produced. (Source b)

IMAN

120. Three wooden warehouses, 328 ft. by 50 ft. by 23 ft., with galvanized iron roofs, located near railroad station, stored confiscated Manchurian equipment such as motors, tracks, etc. (Source b)

IRKUTSK

121. An automobile plant, a one-story brick structure 500 yds. by 150 yds., with a wooden roof, was to be completed in October 1947. It was located 2 miles south of the No. 1 Railroad Station. About 200 freight carloads of lathes, 7,000 machine tools, and other equipment that had been confiscated from the Army depot at Mukden were assembled near the plant. The informant believed that the factory would employ 15,000 workers. (Source a, No. 42, p. 92)

122. In April 1947, dismantled machinery from Manchuria, including 500 6-foot lathes, cutting tables, boring machines, and 10 boilers 10 ft. in diameter, were observed behind the railroad station. An old building northeast of the station was converted into an automobile repair shop and equipped with dismantled Japanese machinery, including 30 6-foot lathes and six boring machines. (Source a, No. 42, p. 92)

123. Crated machines believed to have been shipped from Manchuria were placed at the south side of an automobile plant under construction 1.2 miles west of railroad station. Two brick buildings were under construction. (Source b)

(See also #16, #20, #73, #97)

KADALA

124. Motors, lathes, and metal borers brought from Germany and Manchuria were observed here in December 1946. (Source b)

KALENOVSKOY

125. In November 1945, machinery at the fluorspar mine 800 yds. northeast of No. 23 prisoner of war camp was Japanese-made; it had been confiscated from Manchuria. Output of the mine was 180 tons of ore daily. (Source a, No. 42, p. 93)

126. In April 1947, 20 Japanese-made lathes were observed in the large machine shop where nuts and bolts were made. The shop was located 50 yds. west of the automobile repair shop. (Source a, No. 42, p. 93)

KHABAROVSK

127. In September 1945, prisoners of war unloaded automobile parts, steel wire, and scrap iron sent by rail from Harbin. (Source a, No. 42, p. 95)

128. Informant observed that most of the machinery of a warehouse located 984 ft. east of No. 1 Railroad Station was confiscated from Manchuria. There were 20 wooden buildings. (Source b)

129. An automobile repair plant, consisting of four one-story brick and two one-story wooden buildings, was located three-fifths of a mile south of the railroad station. The two largest brick buildings contained an auto assembly section, two repair sections, a battery recharge room, an engine assembly section, and a finishing section; other buildings were used as parts warehouses. Approximately 50 prisoners of war and 100 civilians were employed. Machinery and equipment were Japanese-made, confiscated from Manchuria. (Source b)

130. The Kaganovitch Factory, located 1½ miles southeast of the railroad station, employed 100 Russians and 150 prisoners of war on two 12-hour shifts. Rakes, shovels, hoes, small plowshares, and other small agricultural implements were manufactured. Machinery and equipment was confiscated from Manchuria. (Source b)

131. At a freight depot located 330 ft. east of railroad station (a depot consisting of two sections, each 990 ft. by 660 ft., with 10 wooden warehouses), approximately 300 prisoners of war from No. 16-1 PW Camp and 150 from No. 16-13 PW Camp unloaded sewing machines, threshing machines,

large and small electric motors, clothing, and medical supplies brought from Manchuria. (Source b)

132. Machinery used in a farm implement factory located 1.9 miles east of railroad station had been confiscated from Manchuria. The factory consisted of four brick and reinforced concrete buildings and six smaller brick buildings. Of the 10 buildings, only four were in operation; the rest were used as workshops or warehouses. (Source b)

(See also #7, #29, #41, #47, #97)

KHOLMSK (MAOKA) (in Sakhalin)

133. Forty thousand tons of machinery and material were brought from Manchuria to construct new factory, about 395 ft. by 100 ft., near pier. Guards surrounded factory; goods and production were secret. (Source b)

134. Machinery for coal mines entered city from Manchuria early in 1947. Machinery had been made in Japan and the United States. (Source b)

KITOY

135. A small electric power plant located five-eighths of a mile south of the railroad station in a wooden building 50 yds. by 30 yds. had a Japanese-made boiler. (Source a, No. 42, p. 92)

(See also #170)

KOMSOMOL'SK

136. The Russians intended to build a pulp mill 1.2 miles west of oil storage tanks and 4.3 miles north of railroad station. Large quantities of Manchurian factory equipment were scattered over an area 990 ft. by 33 ft. Construction had not been started; clearing and grading of an area 990 ft. by 1,900 ft. was begun in December 1946. A single-track railroad passed near the proposed pulp mill. (Source b)

137. Machinery from Manchuria was piled in the vicinity of a car repair and assembly plant located 1.2 miles northwest of the railroad station. The plant consisted of 10 brick, wooden, and steel-framed buildings of various sizes with galvanized iron walls. A single-track railroad connected the repair shop with the railroad station. (Source b)

138. Much of the machinery used in a locomotive repair shop located 2 miles north of the railroad station and 750 ft. south of PW Camp No. 2 had been taken from Manchuria. The shop consisted of one large building 490 ft. by 300 ft., with a round roof covered with corrugated iron. The PW camp was in the same yard as the locomotive repair shop, surrounded by a wooden fence. (Source b)

139. About 3,500 pieces of machinery brought from Manchuria were to be used in a factory under construction 1.8 miles north of railroad station. There was a water tank 50 feet from railroad station utilized by factories. (Source a, No. 51, p. 6)

140. A single-track railroad connecting the town with GORIN 90 miles to north-northeast had been completed; roadbed was already built when construction started. Tracks and construction materials were confiscated from Manchuria. (Source a, No. 51, p. 29)

141. A complete set of paper manufacturing machinery was transported from Chia-mu-ssu. Informant believed that machinery had been sent from Japan to be installed at Chia-mu-ssu. (Source b)

142. About 150 pieces of machinery used in mining operations, believed to have been confiscated from Manchuria, were dumped in a pile near a steel mill. (Source b)

143. About 33 lathes confiscated from Manchuria were used in a tractor repair plant located 4.8 miles southeast of railroad station. The plant consisted of eight brick buildings, 330 ft. by 82.5 ft. by 66 ft. A single-track railroad led from the main railroad line. (Source b)

144. A tank plant was under construction 4.2 miles east of the railroad station. Construction had been started in 1944, but halted for a while; prisoners of war were put to work on the project in October 1945. Two one-story concrete buildings, 350 ft. by 165 ft., with galvanized iron roofs, and one four-story brkc building were completed. No machinery or equipment was installed. Lathes, milling machines, and other equipment from Manchuria were stored in vicinity. The plant was to be completed in July 1948. (Source b)

145. There was a large confiscated Japanese material dump 6,600 ft. east of the railroad station. Many machines, such as lathes, and large piles of aluminum blocks and steel material were observed. The machinery was stenciled with Manchurian place names in Chinese characters and Russian letters. (Source b)

146. Machinery and equipment confiscated from Manchuria was to be used in new plants under construction; a large brick works, a cement factory, an airplane fuselage and light bomber factory, a large powder factory, and five steel mills that were smelting German equipment for future use had been built. High concrete walls surrounded the plants; the factory grounds of each plant had only two entrances. (Source a, No. 42, p. 95)

(See also #29, #53, #96, #97)

KRASNOYARSK

147. A locomotive repair plant located 2.5 miles northeast of the railroad station used machinery made in Germany and Japan. The plant

repaired 25 locomotives per month. (Source b)

148. A locomotive repair plant located 0.9 miles west of the railroad station had 500 lathes of German and Japanese make. The plant repaired 21 locomotives per month. (Source b)

149. Lathes of German and Japanese make constituted half of the equipment of a locomotive repair plant located 2,625 feet south of the railroad station. The plant consisted of eight brick buildings, with galvanized iron roofs, and seven wooden buildings. The plant area, about 2,625 ft. by 1,315 ft., was enclosed by a 10-foot wooden fence. (Source b)

150. An electric power plant was under construction 2.5 miles east of the railroad station and 0.6 miles east of PW Camp No. 34. The building was four stories high, L-shaped, brick with iron framework, 262 ft. by about 196 ft. There were many dynamos from Manchuria that were not installed in the building. (Source b)

151. In January 1946, 40 Japanese lathe operators operated the 60 lathes at a gear factory located 9 miles east of the railroad station; 1,600 gears were produced daily. The radio shop, a four-story reinforced concrete and brick building 500 ft. by 100 ft., was located 2 miles northeast of the railroad station. About 150 lathes, drills, and milling machines, mostly Japanese, were used. (Source a, No. 42, p. 91)

152. In April 1947, 15 Japanese cranes — of 10-ton, 15-ton, and 30-ton capacities — and electric lathes were installed in a crane factory near the railroad station. (Source a, No. 42, p. 91)

153. Japanese equipment from Manchuria was used in a power plant housed in two brick buildings 80 yds. by 50 yds., with two 70-ft. smokestacks, located 500 yards east of No. 9 PW Camp and 2½ miles northeast of the Trans-Siberian Railway. (Source a, No. 42, p. 91)

KULDUR

154. Informant said it was rumored that rails used to reconstruct single-track railroad northward from station to unknown destination were confiscated from Manchuria. (Source b)

KURUNZULAY

155. An electric power plant, a concrete building 50 yds. by 30 yds., was located five-eighths of a mile west of the mine. It was equipped with one Diesel engine, one Japanese-made gasoline-powered engine, and two steam engines powered by coal. The plant had a total capacity of 15,000 kilowatts. (Source a, No. 42, p. 93)

KUYBYSHEVKA-VOSTOCHNAYA

156. A number of Manchurian Railway freight cars were observed in the railroad yards. (Source b)

MAGDAGACHI

157. There were six locomotive repair shops located in the vicinity of the railroad station. No. 6 Repair Plant made locomotive wheels and was equipped with five wheel-making machines confiscated from Manchuria. The equipment was marked "Manchu Railway"; two cranes, one of 5-ton and one of 35-ton capacity, were trade-marked "Tokyo-Hitachi Factory." The machinery was observed in April 1947. (Source a, No. 42, p. 93)

MANZOVKA

158. Motors (40 hp.) and miscellaneous machinery from Manchuria were stored near the railroad station and subsequently distributed to various points. (Source b)

MAKARYEVA

159. In October 1945, 50 Japanese-made motors were installed in

a foundry located 600 yards east of the railroad station. The foundry consisted of a brick building 100 yds. by 15 yds. and five smaller structures and covered an area 300 yds. by 100 yds. (Source a, No. 42, p. 91)

160. A prisoner of war technician, sent to instruct the Russians in the use of machinery confiscated in Manchuria, stated that the plant in which he worked was supposed to be a fertilizer plant, but that no fertilizer was produced. The odor of nitrate was constantly in the air around the plant, and he presumed that gunpowder was being manufactured there. (Source a, No. 42, p. 91)

161. In December 1946, about 22 warehouses built of wood, brick, and concrete, 70 yds. by 20 yds., were constructed just south of the railroad station according to one report, north according to another. These structures and six others located 2 miles east of the station were used to store synthetic fuel machinery confiscated from Manchuria. In April 1947 the machinery was brought to a site next to the battery plant, where a synthetic fuel plant was to be built after all prisoners of war were repatriated. The equipment was protected by temporary warehouses without walls; a great number of machines were left out in the open. (Source a, No. 42, p. 91)

162. In August 1946, power plant equipment made in Germany and Japan was unloaded at the railroad station. This equipment included small and large electric panel boards with meters and instruments, large high-tension transmission insulators, transformers, 50 motors 3 ft. in diameter with a 1-ft. rotary, hundreds of small motors, 60 air blowers 3 ft. in diameter with motor-driven fans, large gate valves 3 ft. in diameter, thousands of small valves, pumps with 6-inch pipe attached,

boilers, and pipes. In November 1946, 12 wooden warehouses 80 yds. by 20 yds. were built in front of the railroad station to store this equipment. In August 1946, construction was under way on a hydroelectric power plant beside the Angara River 1,650 yds. southeast of the city. (Source a, No. 42, p. 91)

163. Japanese-made irrigation pipes, 500 motors (from 100 to 1,000 horsepower), generators, boilers, bolts, lathes, and valves were stored in 16 wooden warehouses 50 yards by 20 yards located five-eighths of a mile east of the railroad station. (Source a, No. 42, p. 91)

164. In March 1947, a large machine and electrical appliance plant was reported to be completely equipped with Japanese-made machinery, including 1,000 motors of 500 to 1,000 horsepower and six metal lathe machines and other lathes. The plant was located 500 yards east of the railroad station and yard. (Source a, No. 42, p. 91)

MIKHALEVO

165. Various types of machinery and machinery parts confiscated from Manchuria and Germany were stored in 24 large warehouses located north of the railroad station. (Source b)

NAKHODKA

166. Locomotives and cars with South Manchurian Railway and Kahoku markings were seen in the city. (Source b)

NIKOLAEVSK

167. Heavy repair equipment and parts in a ship repair shop that repaired many river boats and small ocean-going vessels up to 1,000 tons were of American, Japanese, and German manufacture. Ship boilers, engines, and other parts were shipped here either by rail or sea from an unknown point. (Source b)

(See also #97)

NOVY BAIKAL (See #96)

OMSK (See #67, #96, #97)

RAYCHIKHINSK

168. A locomotive repair shop located one-half of a mile east of the railroad station was equipped with 26 American-made lathes and 40 lathes confiscated in Manchuria. Shop equipment was observed in 1946. (Source a, No. 42, p. 94)

SHIMANOVSKIY

169. In June 1946, many machine parts taken from Manchuria were installed in the Shimanovskiy Machine Factory. It was rumored that the Russians planned to build a large factory. (Source a, No. 42, p. 94)

SMOLENSK (See #97)

SUKHOVSKAYA and KITOY

170. A huge factory was being constructed between the two cities: about 7.5 miles from Sukhovskaya and 1.2 miles from Kitoy. The entire length of the plant was about 2.5 miles. It was believed that the factory would be a synthetic oil plant. A great number of Japanese and German machines were observed in the area. (Source b)

171. There was a machine repair shop, located 2.5 miles west of railroad station, that covered an area of approximately 0.6 square miles and consisted of seven two-story brick buildings, 164 ft. by 66 ft., with wooden roofs that were under construction. Informant saw machinery that had been brought from Manchuria and Germany and believed it would be installed in repair shop. (Source b)

172. In April 1947, Japanese-made lathes were assembled at a newly

constructed plant, built of brick and concrete, located 1 mile west of the PW camp. (Source a, No. 42, p. 92)

TAYSHET

173. In April 1947, it was rumored that the Russians planned to build a dam across the Angara River 125 miles north of town and construct a hydro-electric plant in the vicinity. Japanese prisoner of war technicians and laborers were recruited to work on the project; they were to be last on the repatriation list. (Source a, No. 42, p. 91)

174. The Baikal-Amur (BAM) Railroad, under construction by 1,000 prisoners of war, was completed to a point 75 miles northeast of town. Materials and supplies were confiscated from Manchuria and Germany. (Source b)

175. About 50,000 prisoners of war worked on construction of a railroad that wound through a mountainous area; 85 miles of railroad were laid east of town. The roadbed was completed 103 miles east of town. The railroad, which was to extend to Bratskoye, was to be completed by early 1948. A sawmill 67 miles east of town supplied rail ties; two Diesel generators from Manchuria were used. (Source b)

176. There was a plant equipped with excellent equipment for complete overhaul of tractors and vehicles. Machinery and equipment were brought from Manchuria. All tractor and truck parts were manufactured. (Source b)

177. A single-track railroad was built up to 86 miles east of the railroad station. Informant believed that construction ended at a point 126 miles in same direction. Rails and spikes were shipped to railroad site from Manchuria. The actual purpose of railroad was unknown, but informant believed the USSR was preparing for future war. (Source b)

178. Machinery brought from Manchuria was installed in a sawmill 63 miles northeast of the railroad. The machinery, which was new, included two ripsaws and two circular saws. The sawmill was located next to a power plant, was constructed of lumber, and covered an area of 1,640 square feet. (Source b)

TOMSK (See #61)

UGLOVAYA

179. In February 1947, a machine factory located 1½ miles northwest of town was equipped with electrical equipment from Manchurian factories. It was rumored that this factory was to become an oil refining plant. (Source a, No. 42, p. 94)

USPENOVKA

180. The Russians were building a large dam here in March 1946 to furnish electric power. A large pulp factory was also under construction; it was to be equipped with machinery from Manchuria. (Source a, No. 42, p. 94)

USSURI

181. In January 1946, paper and pulp plant machinery was unloaded by prisoners of war from railroad cars and brought to a site 1½ miles north of the railroad station and 300 yards south of the sawmill. A pulp factory was to be constructed there. (Source a, No. 42, p. 95)

UST-KAMENOGORSK

182. A hydroelectric power plant was to be built near a dam under construction across the Irtysh River at a point 8.4 miles southeast of railroad station. Machinery confiscated from Manchuria was stored in the town. The plant was to furnish electricity to new factories in the area. (Source b)

183. A hydroelectric power plant and a dam were under construction along the Ob River at a point 12 miles east of the railroad station. The project had been started in 1944 under the Five-Year Plan and had been expected

to take five to six years to complete. The foundation of the dam was partially completed. Electrical equipment and machinery from the Honan Hydroelectric plant in Manchuria were piled on a field 3 miles east of project since the railroad to the area was unable to transport heavy materials. (Source b)

184. The Russians had dug a canal and made plans for a dam across the narrowest point of the Irtysh River, 4.8 miles southwest of town. Plans called for construction of a hydroelectric power plant, offices, machine shops, and a few residences. It was rumored that equipment had been brought from Manchuria and Korea. (Source b)

185. A hydroelectric power plant was under construction about 9.16 miles north of the railroad station. Machinery and building materials were confiscated from two hydroelectric power plants in Manchuria. The project started in August 1946. (Source b)

186. About 200 prisoners of war worked eight hours daily on construction of dam located 3.6 miles south of railroad station. Equipment was taken from Honan Dam, located on border between Korea and Manchuria. Trade-mark "Hidachi" was noticed on equipment. (Source b)

VANINO

187. Two boilers, 6.6 ft. in diameter and 23 ft. long, brought from Manchuria were to be used in a boiler plant located 990 feet south of the railroad station. The plant, a concrete building 165 ft. by 99 ft. and 40 ft. high, with a 99-ft. black steel chimney on shingled roof, was to be completed in April 1948. Steam was to be used by a locomotive repair shop. (Source b)

YEROFEY PAVLOVICH

188. In January 1947 nearly all of the 20 locomotives being repaired at a locomotive repair shop located 990 feet east of the city were from Manchuria. The shop consisted of four one-story stone buildings, each about 260 ft. by 100 ft., with galvanized iron roofs. Only four locomotives could be repaired at a time. Eight sets of tracks ran from the main double-track line. (Source b)

VLADIVOSTOK

189. New truck and aircraft factories under construction 60 miles north of the city were to be equipped with machinery from Manchuria. Power was to be furnished by a plant on the Lung-p'ien-ho equipped with dynamos from Manchuria. (Source a, No. 42, p. 94)

(See also #7, 11, 17, 21, 25, 26, 28, 32, 34, 35, 41, 45, 61, 97)

VOROSHILOV

190. In May 1946 an electric substation was constructed in an area 500 yards square 3 miles southwest of the railroad station. Two Japanese-made 20,000-volt transformers, brought from Manchuria, were installed. About 20,000 volts primary voltage was brought from Vladivostok. (Source a, No. 42, p. 94)

191. Informant believed that USSR desperately needed technicians to install Japanese machinery taken from Manchuria and Korea. (Source b)

192. A transformer station was constructed 2.7 miles southwest of railroad station in a two-story brick building, 250 prisoners of war worked eight hours daily to build it. Machinery, brought from Manchuria and Korea, was not installed yet. (Source b)

193. Warehouses built to store captured Japanese goods from Manchuria were located north of PW Camp No. 4. Ten wooden buildings, 200 ft. by 33 ft., with galvanized iron roofs, were under construction. (Source b)

(See also #96, #97)

ZASCHITA, 6.2 miles east of UST-KAMENOGORSK

194. A hydroelectric power plant was to be constructed with equipment brought from Honan and Shokako Dams in Manchuria. Three generators 13.2 feet in diameter and crated electric insulators were observed. A dam was to be built across the Irtysh River at a point 18 miles southeast of the railroad station. (Source b)

ZIMA

195. In December 1946, five large Japanese-made ripsaws were installed in a sawmill located in the eastern outskirts of town on the bank of the Oka River. The mill consisted of two buildings, one of red brick 50 yds. by 15 yds. and 20 ft. high with many glass windows and a wooden roof, and the other of brick and lumber with two large smokestacks. (Source a, No. 42, p. 91)

ZLOBIN[1]

196. Lathes and boring machines confiscated from Manchuria were installed in a locomotive plant located 0.6 mile east of the railroad station. (Source b)

197. In March 1947, lathes, electric motors, hydraulic jacks, punches, and generators taken from Manchuria were stored in three wooden warehouses 600 ft. by 400 ft. located five-eighths of a mile north of the railroad station. Heavy machinery was stored in a yard next to the warehouses. (Source a, No. 42, p. 91)

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1. Location unconfirmed.

IV. INDEX BY CATEGORY OF EQUIPMENT

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SOVIET TRANSFERS OF MANCHURIAN INDUSTRIAL EQUIPMENT

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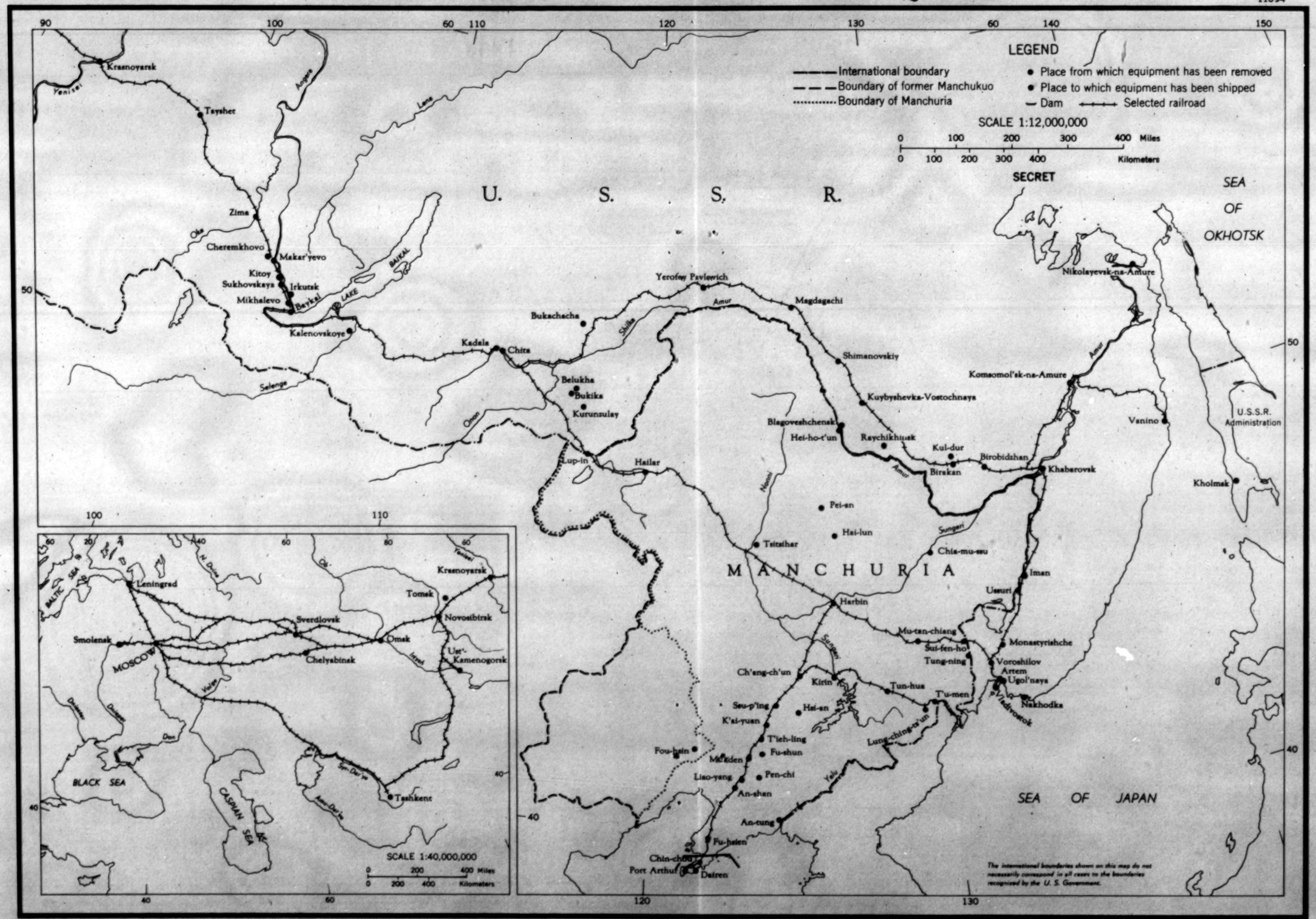

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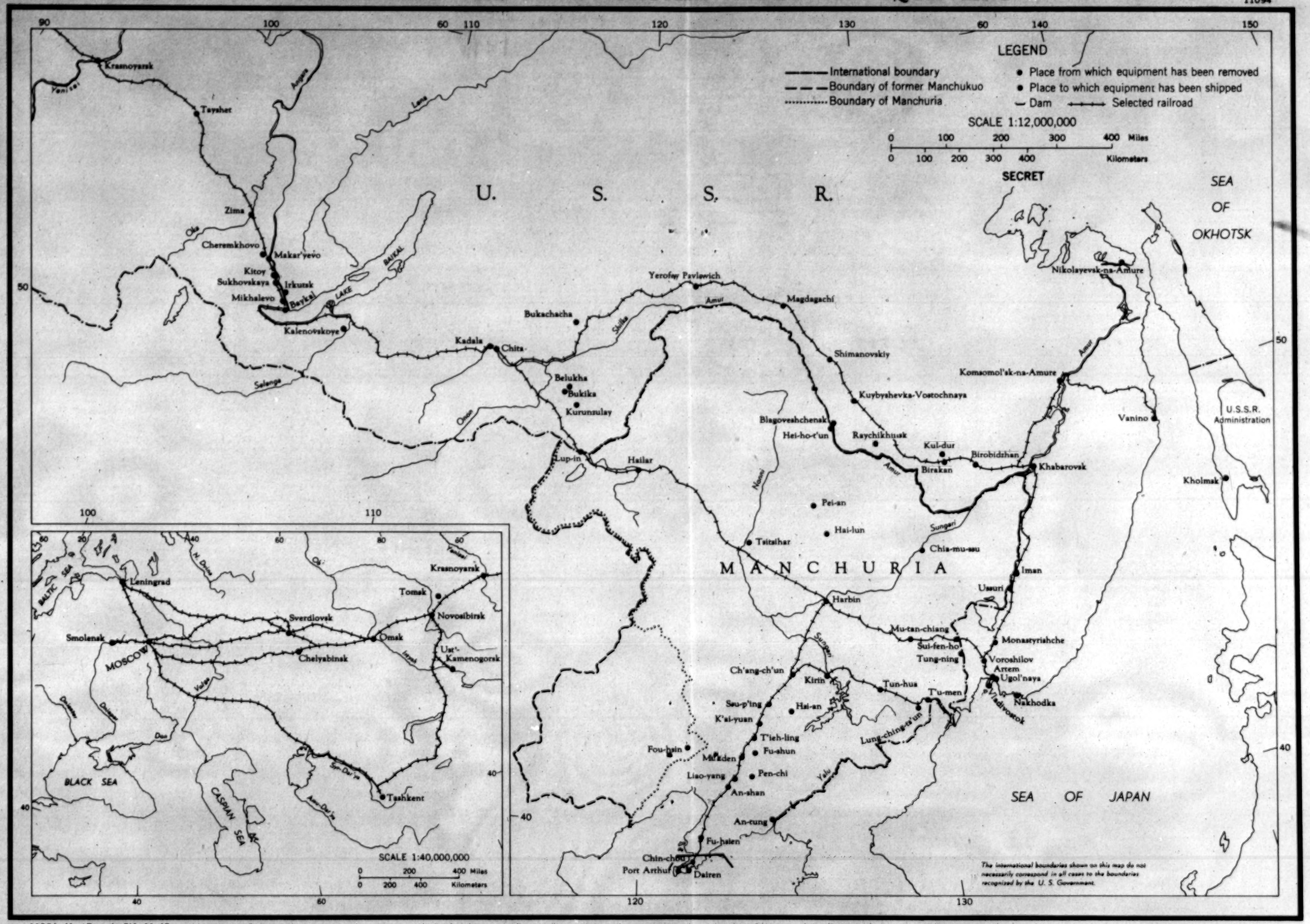
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